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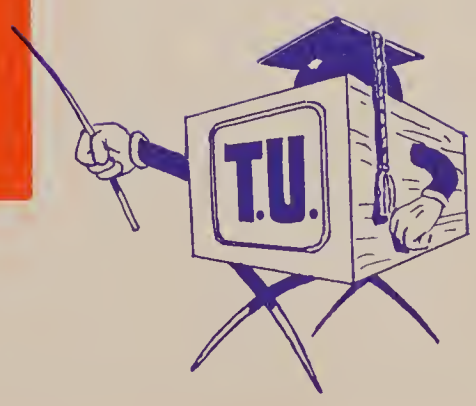
THE MAUMEE VALLEY OF OHIO

A T. U. Telestudy Production in Cooperation with the Historical Society of Northwestern Ohio.

Presented by
Dr. Randolph C. Downes,
Professor of History
and Director of the Society

Produced by Murray W. Stahl, Director of University Television Programming



FALL SEMESTER
1957

Sponsored by the University of Toledo Evening Sessions and The Historical Society of Northwestern Ohio

TIME SCHEDULE

FOR

THE MAUMEE VALLEY

TV PROGRAM

by Dr. Randolph C. Downes

11:00 to 11:30 A. M. Sundays

W S P D - T V

Session 1 - Nov. 3, 1957

Session 2 - Nov. 10, 1957

Session 3 - Nov. 17, 1957

Session 4 - Nov. 24, 1957

Session 5 - Dec. 1, 1957

Session 6 - Dec. 8, 1957

Session 7 - Dec. 15, 1957

Session 8 - Dec. 22, 1957

Session 9 - Dec. 29, 1957

Session 10 - Jan. 5, 1958

Session 11 - Jan. 12, 1958

Session 12 - Jan. 19, 1958

Session 13 - Jan. 26, 1958

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"THE MAUMEE VALLEY"
(Telestudy Schedule)

Fall Semester 1957

Station WSPD-TV (Channel 13, Toledo, Ohio)

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T H E M A U M E E V A L L E Y

INTRODUCTION

by

Randolph C. Downes

The Maumee Valley is a pleasant valley and an important one. It occupies the area of northwestern Ohio with bits of Indiana and Michigan added to it. It includes a population of about a million people and area of about 7,000 square miles. It includes the cities of Toledo, Maumee, Ft. Wayne, Defiance, Findlay and Lima, as well as many other smaller communities. It is divided into 18 counties or parts of counties.

The story of the transformation of this Valley from the wilderness of long ago into the streamlined urban and rural status of 1957 is a unique one. Seldom in history has such profound and intricate social evolution taken place in such a short time. The sharp, competitive pace of this evolution has produced a typical group of go-getting Americans. The strains and progress of rapid growth have found a testing ground here. All races, nationalities and classes have made this Valley a great social melting pot. Political and economic strife and harmonies have swirled and eddied through its streets and highways, its factories and its farmlands. Democracy, with its rough-hewn justice, has grown and had its trials. There has been a reaching for the stars of culture, refinement and social well-being.

The Valley's history has been a thrilling one. Its people are proud of it. Vitally important events have taken place here from the days of the international wars between France, England and the United States to the promotion of great strides in intersectional and international trade.

There is no desire to exaggerate the importance of this Valley. Rather, there is a desire to show that this locality did have its place in general American History. Thus local history helps to make the nation's history seem closer and dearer to us. We all want to be part of something bigger and grander than ourselves. We want to know our own part better, and to help join with other parts in a new and humble concert of local appreciation of our national greatness.

There are thirteen stories in this series. Their basic purpose is not only to show that history is neighborly, entertaining and interesting, but to show that history is accurate, factual, in other words, true. Truth is fully as strange as fiction. Facts and logic are just as stimulating as make-believe.

1. IN THE BEGINNING

The foundations of our Valley go back hundreds of millions of years ago into an era known as the Age of the Inland Seas. The oceans came and the oceans went, leaving as testimony of their visits vast deposits of mud and clay, bleak stretches of sand, and strange accumulations of sea shells. As the centuries passed, the mud and clay became shale, the sand became sandstone, and the shells became limestone and dolomite - all in an intricate series of layers one above the other.

Bulges and recessions resulting from the action of the earth's inner heat added to the intricacy of the whole. These bulges were of vital importance to the formation of soil because their crests were cut off by such forces as wind, rain and frost erosion, and, finally, by great moving mountains of ice called glaciers. This meant a mixing of various ingredients with a predominance of the limestone element. Limestone was important because of its chemical effect in keeping the soil from getting sour and untillable. In the Maumee Valley area this is seen in terms of the Cincinnati Anticline whose crest was sliced off by the glaciers. The long line of limestone quarries following the exposed limestone strata is testimony of this great benefit to our valley.

Only at the end of the glacial invasion did the Maumee Valley take its present shape. Just before the last glacier, the Maumee River and its tributaries flowed down the Wabash. The rather westerly direction of the flow of the St. Joseph and St. Mary's Rivers today illustrates this. But, as the last glacier withdrew, earth bulges helped reverse the flow from the lake (now called Lake Erie) which the great ice sheets left behind. At first, the Maumee flowed into a lake which had its outlet in Saginaw Bay. Then, as the glacier withdrew and lowered the lake level, the waters found an outlet across the present Mohawk Valley in New York. Finally, of course, the disappearing ice sheet opened the entire St. Lawrence Valley.

While all this was happening, back in the Maumee Valley, the lingering glacial lake added a few inches of lake muck to the earth surface. Thus today our Valley is flat and rich. The work of the geological ages had prepared for us a rich agricultural land and a most favorable commercial gateway.

2. THE MAUMEE VALLEY AS AN INDIAN HOMELAND

The Maumee Valley's Indian story is a thrilling and a tragic one. For many years the Valley was a happy hunting ground for the red men, and they loved it dearly. From about 1720 on the Ottawas, Miamis, Pottawatomis, Chippewas, Shawnees and others, had built villages here and there at the invitation of the French of Canada. The French trading system was profitable to both races, and was better controlled than that of the English. It promised not only a longer retention of the land by the tribesmen, but a gradual process of domiciliation rather than displacement by land-hungry settlers.

But, with the defeat of the French and the annexation of Canada by England in 1763, deep trouble came to the Indian tenure as the English showed less ability to protect the red men. Pontiac's Revolt had the effect of compelling the English to try to improve their policy. During the Revolutionary War the tribesmen fought for the English who promised protection against the land-hungry Americans. This promise was renewed by the English even when they ceded their titles to the Americans as the result of losing the Revolutionary War. And the Indians, inspired by their own victory over the Americans during the war, felt secure when the English promised to help them against the United States. Hence the Maumee Valley Indians, aided by others, fought vigorously for their homelands, defeating two American armies in 1790 and 1791 under Generals Josiah Harmer and Arthur St. Clair. But they lost to Wayne in 1794 at the battle of Fallen Timbers principally because they expected English help and did not get it. Thus at the Treaty of Greenville in 1795 the Indians lost southern and eastern Ohio - and in 1817 at the Treaty at the Foot of the Maumee Rapids they lost the Maumee Valley.

Allowed to hunt and fish after 1817, they were subject to inefficient efforts of missionaries to teach them the white man's ways. With their game gone, they became more and more indebted to white traders until it was necessary for Federal authorities to arrange for their removal and the payment of their debts. Federal policy aimed to remove the Indians to Kansas, but most of them found their way back to Canada. Today the main center of the Maumee Valley descendants is the Indian reservation on Walpole Island in Lake St. Clair.

3. THE WAR WITH ENGLAND FOR THE MAUMEE VALLEY

The question of whether the Maumee Valley should belong to England or the United States was not finally settled until the War of 1812. If the English had won this war, and had, therefore, been able to enforce their terms, the Great Lakes and the lands adjacent thereto would have been declared an Indian buffer state under the protection of England.

The central battle which decided this issue was the Battle of Lake Erie, September 10, 1813, in which the American fleet, commanded by Oliver Hazard Perry, defeated the British fleet, commanded by Robert H. Barclay. An American army under General William Hull invaded Canada in the summer of 1812, but was thrown back because the British had naval control of Lake Erie. A British-Indian army invaded Ohio and laid seige in the spring of 1813 to Fort Meigs and its garrison, commanded by General William Henry Harrison. The British suspended this seige pending the outcome of the forthcoming battle between the fleets of Perry and Barclay. When Perry's fleet won because of greater mismanagement in the British fleet than in the American, Harrison's army was convoyed to Canada across Lake Erie from modern Port Clinton. The Americans smashed the British army at the Battle of the Thames in October, 1813, but withdrew, expecting a counterattack from the British.

This counterattack was not forthcoming. It all depended on whether or not the Duke of Wellington should take charge of strengthened British forces in Canada. Wellington had conquered Napoleon and was free for this American assignment. However, it was not given to him because Wellington required naval control of the Great Lakes. The British, weary from 20 years of war with France, decided more could be gained by remaining at peace with the United States than by renewing the border warfare.

4. THE TOLEDO WAR

The so-called Toledo War of 1835-36 was a contest between the State of Ohio and the territory of Michigan over the northern boundary of Ohio. According to the Ohio Constitution of 1802 this boundary was what it is today. According to Michigan it was a line extended due east from the southern tip of Lake Michigan.

Michigan claimed their pretentions were correct because the United States Congress had defined the boundary by the Lake Michigan line in the Ordinance of 1787 and the act creating Michigan Territory in 1805. From 1805 to 1836 Michigan law was actually applied to and acquiesced in by the settlers in the disputed area. The United States Indian office, land office, and Post Office Department included the area in Michigan. In 1818 the United States' surveyor general ordered the line run in accordance with Michigan claims.

Ohio pointed to its state constitutional justification for its claims. It also said that according to all the maps of 1787 the southern tip of Lake Michigan was shown to be so far north as to include the disputed area in Ohio. Ohio, of course, wanted the Toledo area because it was the natural terminus of the canal about to be built to Indiana and Cincinnati.

There was not any real warfare. Both Michigan and Ohio legislatures authorized the use of troops. Two sets of rag-tag-and-bobtail militia assembled, one at Monroe and one at Perrysburg. But the Ohio militia played it smarter than the Michigan militia by adhering to the United States' wish that there should be no aggression so as to leave the final decision to Congress. The Michigan militia invaded the disputed area and arrested Ohioans seeking to enforce Ohio law. This was due largely to the impetuous nature of the hot-headed young governor of Michigan, Stevens T. Mason.

The dispute was finally settled in favor of Ohio when a Buckeye delegation waited on President Andrew Jackson. The President ordered the Secretary of State to award the area to Ohio because Ohio had presidential electors in the forthcoming election whereas Michigan had none. Congress, in 1836, backed up Jackson and awarded Michigan the so-called Upper Peninsula as compensation for the loss of the Toledo strip.

5. CANAL DAYS

Expressed in economic-commercial terms, it can be said that the Maumee Valley was founded on canals. In the years following the War of 1812 canal building was expected to be the basic way of binding the sections of America together. That was why the Erie Canal was built and opened in 1825. The success of the Erie Canal ensured the building of the Ohio Canal System.

However, the Maumee Valley canal connections with Indiana were not viewed favorably by the State of Ohio, especially the people in that part of the canal system connecting Cleveland and Cincinnati. That was because Indiana and Michigan would benefit the most. This was especially true until 1836, in the years when the mouth of the Maumee was thought to be in Michigan. Hence the early stages of the negotiations to get Congress to grant lands to subsidize the Wabash and Erie Canal had to be conducted by Indiana, Michigan and Maumee Valley boosters in secret. However, Ohio was eventually reconciled to the Maumee Valley canals to Indiana and Cincinnati by the awarding of the Toledo strip to Ohio and the receiving of $5,000,000 as Ohio's share of the Treasury surplus in 1836.

As the Maumee Valley canal building got under way in the early 1830's over a dozen towns got the "canal fever", the main symptom of which was the desire to be the chief junction point of canal and lake shipping. That is why, for instance, the Side Cut was built at Maumee.

Toledo won the race for canal terminus for two reasons. For lake shipping to reach the Side Cut at Maumee required a big dam between Toledo and Maumee to accommodate heavy lake ships. This was too expensive. Moreover, the deep channel from Lake Erie veers close to shore near the mouth of Swan Creek where the first wharves were built.

The canal's benefits to the Maumee Valley were real, but short lived. The canal trade abolished the commercial isolation of the area, and enabled crop surpluses to be exchanged for eastern goods. A money economy replaced barter. But the finishing of the canals was delayed to 1843 for the Indiana line and to 1845 for the Cincinnati line by the depression of the late 1830's. It was delayed also by the discovery, by Ohio, that its canal system was spread too thin, and could not defray expenses. Trade on it was very unreliable for several years because of washouts. Finally, when the Cincinnati line was opened the effect was to divert much Maumee Valley trade to Cincinnati.

6. THE COMING OF THE RAILROADS TO THE MAUMEE VALLEY

The Maumee Valley's first hopes for railroad benefits were overly provincial. It was expected that railroads would lead <u>to</u> the Valley, not <u>through</u> it. It was the original conception of railroads that they were to be short-line connections between waterways, much as canals were, only cheaper and capable of going over high ground inaccessible to canals.

Thus the first Maumee Valley railroad venture was the fantastic railroad on stilts - the Ohio Railroad - built from Manhattan at the mouth of the Maumee to Fremont, across the almost impassable Black Swamp. It was to be built by a pair of pile drivers which would sink piles into the swamp. On top of the piles would be built the railroad tracks. This would save the cost of constructing a roadbed. Its building was based on loans from Ohio's share of the government surplus. It failed in 1842 before it was completed.

The next line was the Erie and the Kalamazoo Railroad to connect Lake Erie at Toledo with Lake Michigan at the mouth of the Kalamazoo River. It was based on a Michigan charter in 1832. It was a flimsy affair, and got only as far as Adrian. Eventually, it was taken over by the Michigan Southern Railroad which was intended to connect Monroe and Chicago. But Toledo's superiority in harbor facilities caused the Michigan Southern to make that city its main terminus. The roundabout route of the Erie and Kalamazoo on the way from Toledo to Chicago was retained because so much of the line west of Adrian had already been built in 1846 when the absorption of the Toledo-Adrian line took place.

After that every effort was made to make Toledo a permanent lake and land transfer point for railroad and steamboat traffic. The Michigan Southern bought steamboat lines and built the great combined railroad station and steamboat landing in Toledo at the middle ground. Under these circumstances Toledo became the so-called Corn City of the West as the prairie states of Illinois and Iowa became settled and the golden grain found its way to Toledo elevators. The Civil War gave added impetus to this Corn City status because so much of the trade to New Orleans was cut off by the Confederate blockade.

However, the great flaw in this system of localized railroading was that the roads were really overbuilt in terms of the limited traffic that they carried. This was a basic reason for the great financial panic of 1857.

7. THE MAUMEE VALLEY RAILROADS COME OF AGE

Eventually the Maumee Valley found its proper place in the American railroad system by fitting into the system rather than having the system fit itself to the Valley. This means that the Valley found its normal place in a railroad network that was intersectional and transcontinental. It means that the railroads dropped their lake-and-land transfer status as surpluses piled up in the local elevators that could not be shipped out by lake during the winter. A new grain center - Minneapolis - appeared in the heart of the upper Mississippi Valley so that it was cheaper to make through shipments by land and lake which by-passed or overpassed the Maumee Valley.

The business interests of the Valley fought valiantly but vainly to defend its localism. In the 1860's and 1870's Toledo promotors got the people to vote almost a million dollars to build roads from Toledo to the

coal fields of southern Ohio. This was based on the assumption that Toledo would replace Pittsburgh as the great iron and steel making center of America. The Ohio coal would meet Michigan iron ore at its most ideal place for smelting. This concept was wrong because the coal needed for smelting had to be of good coke-making qualities, and this kind of coal was located near Pittsburgh.

Business interests also sought to preserve Maumee Valley localism by means of the famous Ann Arbor Railroad. This was a scheme of Toledoan James M. Ashley. The idea was to build a short-cut railroad from Toledo to Frankfort, Michigan, on Lake Michigan, and then use a car-ferry system to cross the lake to the Green Bay area of Wisconsin. This road was modestly successful but its volume of traffic was only a drop in the bucket in comparison with the total movement of railroad transportation.

Another localized railroad venture was the building of narrow-gauge roads with tracks three feet apart. These could be built inexpensively where the standard 4-feet-8½-inch roads could not go, tapping farming areas in many localities. One road, the so-called Clover Leaf, was built from Toledo to St. Louis. This line was forced to become a standard-gauge line because railroad terminal yards cannot economically be made up of both gauges of tracks. Eventually the concrete highways and motor trucks performed the services intended by the narrow-gauge railways.

8. CIVIL WAR DAYS IN THE MAUMEE VALLEY

How did the Maumee Valley get caught in the high tension feelings which produced the Civil War? It was a growing consciousness that the South was using slavery to perpetuate a control over national affairs not warranted by the usages of democracy. The Valley of the 1840's and 1850's was being populated by vigorously democratic and resourceful pioneers. Influenced by outspoken newspaper editors and politicians, they became aware that the South was blocking the passage of progressive legislation such as tariffs for American industry, national banking laws for efficient credit, land grants for railroad building, and homestead laws for land-hungry pioneers.

In the South three-fifths of the slaves were counted for representation in Congress, but they did not vote. Each southern state, no matter how small, had two Senators even as each northern state, usually larger than southern states, had only two. By tight, well-disciplined political action, they made political alliances with northern Democrats, called dough-faces, who cared less about southern dominance than about sharing in the political patronage.

Maumee Valley newspapers fanned the popular resentment at the South's efforts to force slavery on the freedom loving people of Kansas, at the Dred Scott decision of the Supreme Court protecting slavery in

the territories, at the Mexican War to get more slave territory. The Toledo Blade was especially vigorous in denouncing the South. The moral iniquity of slavery was bitterly criticized.

When, at last, in 1860 a northern president was elected in the person of Abraham Lincoln, and the South seceded in protest, the Valley gave its vigorous support to the fight to save the Union. Thousands of young men volunteered or were induced to enlist by bounties. They fought on every front - at first enthusiastically, expecting the war soon to be over, later doggedly as the war dragged out its bloody indecisiveness.

Businesswise the Valley was of vital influence in overthrowing the South. Grain poured into Toledo port, being blocked from its natural outlet at New Orleans, giving the Ohio city the proud title of Corn City of the West. Thus did King Corn overthrow King Cotton. And timber from the thick forests of the Valley found its way to eastern shipywards to build the gunboats necessary to suppress the rebellion. Quoth the Blade, December 23, 1865, "The first warcraft built in New York by Uncle Sam after the outbreak of the insurrection was constructed of Toledo timber. Glory enough for one forest." And so the bonds were bought, and taxes paid by one of those vigorously vital parts of young America that, in concert with other regions, spelled superiority over the South and victory for unity and democracy.

9. THE SHIPS OF THE MAUMEE VALLEY

The Maumee has always had its ships, but what different types they have been! At first the Indians' and the Frenchmen's bark canoe and dougout canoe, the latter called a pirogue. These were the carriers of the furs and the supplies exchanged for the furs. At high water a canoe could navigate the entire distance, but portages were often necessary at the rapids, depending on the load of the canoe and the depth of the water. The canoes, of course, could skirt the entire length of the Great Lakes shores, and often cross them. What a water wonderland the lakes were in those far off days!

Gradually shipping had to confine itself to the lower reaches of the Maumee River. That is when the sailboat came into its own. Maumee and Perrysburg early had high hopes of being ship terminals because of the lightness of the early craft. But as boats were built heavier for larger cargoes Toledo became, in fact, the head of navigation. That status was forecast in 1818 when the first steamboat, the Walk-in-the-Water, was built to trade from Buffalo to Orleans (Perrysburg), but was kept from the latter by the low water above the junction of Swan Creek and the Maumee.

Lake Erie and its river shipyards, including those on the Maumee, were part of the great inland sea laboratories in which the stages in the advance of steamboat technique were worked out. These improvements included displacement of the paddle wheel by the screw

propeller, the narrowing, lengthening and strengthening of the hulls of ships to suit the Welland and St. Mary's canals and the narrow harbor channels, the development of the long snub-nosed, many hatched ore and coal ships, and many other advances.

Toledo harbor eventually came of age when its modern high-speed facilities were set up: the straight, deep channel into Lake Erie, the bay-front coal docks with their mighty Brownhoist dumpers, the 17-ton scoops of the Hulett ore unloaders, and the round-the-clock, all-season movement of coal into the upper lake country.

10. DEMOCRACY IN THE VALLEY

The Maumee Valley has had a very strange political history. A hundred years ago the rural regions of the Valley were Democratic while the urban part was Whig (predecessor of the Republicans.) Nowadays the situation is reversed: the rural districts are solidly Republican and the urban part is much less so - with Toledo tending to be more of a Democratic city.

The Democrats of 100 years ago, when the Valley was being settled, were a different type from modern Democrats. They were Jacksonian Democrats. They were pioneer, self-reliant men and women who were breaking away from eastern aristocratic influences. That is why they liked the frontier hero, Andrew Jackson, whose political philosophy was that government leaders should be chosen from the common people, not from the silk-stockinged gentleman-class that tended to dominate the East. Even in 1860 half the Maumee Valley counties voted against Lincoln.

In Toledo, Lima, Findlay and other growing towns, Jacksonian democracy tended to make for policies not conducive to the growth of business. Banking laws were too radical as were the attitudes of the common man toward the wealthy in regard to corporation law, taxes and gold-backed currency.

With the coming of the 20th century conditions changed. Especially in Toledo, a resentment developed against the rural control of the legislature - which prevented cities from having home rule. Cities had very special situations in regard to schools, health, building codes and planning that required special charters. Toledo eventually got this right in the constitutional amendment of 1912 after years of contesting under the democratic and independent leadership of Mayors "Golden Rule" Jones and Brand Whitlock.

Then, as organized labor gained in power and the New Deal aided in increasing the workingman's wages and security, the country districts found their wage problems complicated by city worker competitors. This, and other factors, turned the rural areas toward the Republicans.

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11. THE GREAT NATURAL GAS BUBBLE

The story of the Toledo Natural Gas Pipeline of the 1880's and 1890's is one of the most fantastic in the annals of the Maumee Valley. There appeared in those years an obsession that natural gas from the gas and oil fields of the Findlay-Lima area was to enable Toledo to become the greatest industrial city in the country.

Scientific knowledge about gas and oil was not wanted in those days. The people let themselves be told that the gas which roared up in great gushers from the bowels of the earth, as the result of deep drilling, was self-generating, perpetual and almost without cost of production.

When private companies built pipe lines from Findlay to Toledo the first reaction toward them was favorable. At last Toledo was to have what no other city had, a vast, cheap source of fuel that would attract industry from all over the country. Then, when the two companies charged higher rates than had been expected, the cry of monopoly went forth.

That started the movement for a city-owned pipeline. In a special election on April 1, 1889 the people voted 7,002 to 4,199 to build a pipe line. For two years the line was being built from wells bought by the city. The private companies drilled competing wells and pipe-lined the gas to other cities. Great anger was felt toward these corporations. Then when the city line was ready to deliver, the gas gave out. Toledo had sunk two million dollars in an enterprise from which it never derived any benefit.

12. THE VALLEY'S AGRICULTURAL AND INDUSTRIAL REVOLUTION

One of the most basic developments in the history of the Maumee Valley has been the draining of the Black Swamp. This 20-mile-wide strip of land that borders the southern bank of the Maumee River almost to its source, is now the garden spot of Ohio. A hundred years ago it was a vast black swampy forest that could not be settled and was almost impassable to travellers.

In the years between, a great ditching and tiling process has been evolved which is a tribute to the ability of men to solve their own social and economic problems. The first hardy pioneers who farmed the dry spots in the Black Swamp sought to enlarge these spots by individual draining. This caused friction because it backed up water on the other pioneers. Consequently the Ditch Laws of 1853 and 1859 enabled township trustees and county commissioners to evolve a ditching and draining plan of clearing debris-clogged creeks and cutting ditches to enable water to find its way into the Maumee River. In one place part of the Portage River was diverted to the Maumee. By 1868 the process was so well under way that Toledo was selected for the State Fair and the great revelation was begun that the Black Swamp area is capable of better cropping than any other area in Ohio.

Today the Maumee Valley is a rich farmland. Its basic source of wealth is the so-called "cow, sow and hen" combination. This means that its main sources of agricultural income to farmers are dairy products, the raising of hogs, poultry, corn - with a strong supplement of sugar beets, soybeans, truck and nursery crops. It means many scientific achievements: improvement of corn yields by the use of hybrid seed corn; the improvement of milk yields by production testing systems, scientific breeding, and better feeding mixtures; improvement of hay and grass yields by the use of soil-building grasses, field hay baling, and timely hay cutting. Many other scientific triumphs should be included.

Country towns and villages have become centers of streamlined services sustained by concrete highways, telephone, radio, press and motor vehicles. Strategically placed are soybean oil factories; beet sugar refineries; tile factories; grain elevators; alfalfa dehydrators; egg, poultry and cattle auctions; milk plants; canneries; and kraut factories. Findlay, Lima and Toledo have fitted themselves into this pattern and have also developed primary industries of their own.

13. TOLEDO - QUEEN CITY OF THE MAUMEE VALLEY

The mouths of rivers tend to foster large cities: New York and the Hudson, Philadelphia and the Delaware, New Orleans and the Mississippi, Cleveland and the Cuyahoga. So it has been with Toledo.

At first Toledo had rivals for local supremacy, especially Maumee and Monroe. However, Maumee lost out because of shallow water, and Monroe did not make it in the railroad age because her harber was not commodious as is Toledo's.

Toledo did not reach the size predicted for it by its favorite booster, Jesup W. Scott who, in a pamphlet published in 1869, declared that it was destined to be the "future great city of America." Early expectations that great cities were to be at the terminus of canals and short-line railroads were not justified. In the 1860's and 1870's the city spent almost $2,000,000 fostering railroads to Ohio's coal fields in the expectation that Toledo was the natural meeting place for coal and ore to be transformed into iron and steel. This was false because Ohio coal did not have sufficient coke-making qualities as did the coal near Pittsburgh. Toledo did not remain a permanent Corn City because Minneapolis is better located for milling and shipping of greater quantities of grain. Toledo lost precious assets when it spent $2,000,000 on the natural gas bubble of the 1880's and 1890's. The city became America's bicycle producing center in the 1890's, and was thus thrown off-guard in being disposed to promote motor cars as the common man's primary mode of transportation.

However, great victories did come to Toledo first with the Milburn Wagon Works of the 1870's, then with the migration of the glass

industry from New England and Pennsylvania in the 1880's under the leadership of Edward D. Libbey, Michael J. Owens and Edward Ford. Further soundness came to its industrial and commercial base with the Craig Shipbuilding Company (now the American Shipbuilding Company); the DeVilbiss Company and its specialty of atomizers and paint sprayers; the Toledo Scale Company and its precision, gravity-principle (no-scale) weighing machines; the Doehler-Jarvis Division of the National Lead Company, with its principle of multiple die casting; the automotive accessory industry (spark plugs, starters, transmission gears, etc.); the Willys-Overland plants and their well-known Jeeps and other vehicles; Surface Combustion and its highly efficient industrial metal-treatment furnaces; the oil refineries which have taken their part in the scientific revolution through the well-known catalytic cracking unit ("cat cracker"); and the transformation of the waterfront by the coal, ore and other installations for fast loading and unloading.

SUGGESTED BOOKS

IN THE BEGINNING

William R. Collins, Ohio, The Buckeye State (1956) Chapter I
R. C. Downes, The Conquest (1948) Chapter 2
Helen M. Martin, Ne-saw-je-won - A Tale of the Waters That Run Down From Lake Superior to the Sea (1939)

THE MAUMEE VALLEY AS AN INDIAN HOMELAND

Beverly W. Bond, Foundations of Ohio (1941)
R. C. Downes, Frontier Ohio (1935)
H. H. Peckham, Pontiac and the Indian Uprising (1947)

THE WAR WITH ENGLAND FOR THE MAUMEE VALLEY

Freeman Cleaves, Old Tippecanoe (1939)
C. O. Paullin, The Battle of Lake Erie (1929)
W. T. Utter, The Frontier State (1940) Chapter 4

THE TOLEDO WAR

R. C. Downes, Canal Days (1949)
Kent Sagendorph, Stevens Thomson Mason, Misunderstood Patriot (1947)
Willard V. Way, Ohio-Michigan Boundary Dispute (1923)

CANAL DAYS

R. C. Downes, Canal Days (1949)
Alvin H. Harlow, Old Towpaths (1926)
F. P. Weisenburger, The Passing of the Frontier (1941)

THE COMING OF THE RAILROADS TO THE MAUMEE VALLEY

R. C. Downes, Lake Port (1951)
Eugene Roseboom, The Civil War Era (1944)
Clark Waggoner, History of the City of Toledo (1888)

THE MAUMEE VALLEY RAILROADS COME OF AGE

Alvin H. Harlow, The Road of the Century - The Story of the New York Central
Stewart H. Holbrook, The Story of American Railroads (1947)
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